



Fredericksburg District Highlights

We are the Commonwealth's advocate for promoting transportation options to the general public, businesses, and community decision makers.

The Virginia Department of Rail and Public Transportation (DRPT) is a state agency that reports to the Secretary of Transportation. DRPT's mission is to facilitate and improve the mobility of Virginia citizens and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner. Our primary areas of activity are rail, public transportation, and commuter services. DRPT works with local, regional, state, and federal governments as well as private entities to provide support for projects and programs by:

Assessing feasibility and environmental impacts of new and expanding services

Conducting statewide rail and public transportation studies

Planning and programming new services and capital improvement projects

Providing leadership, advocacy, technical assistance, and funding

Smart Scale is a prioritization process focused on investing limited tax dollars into the right projects that meet the most critical transportation needs in Virginia. Virginia's Smart Scale selects the right transportation projects for funding and ensures the best use of limited tax dollars. It is the method of scoring planned projects included in VTrans. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers. Once projects are scored and prioritized, the Commonwealth Transportation Board is given the best information possible in order to approve the right projects for funding.



FY17- Smart Scale funded 8 public transportation projects statewide totaling \$31m

FY18- Smart Scale funded 17 public transportation projects statewide totaling \$168m

Rounds 1 and 2 Projects

Leeland and Brooke VRE Stations Improvements & Potomac Shores Station Construction

This Smart Scale Round 2 project will increase the capacity of the Leeland and Brooke VRE stations by adding a second platform to and expanding the existing platforms to accommodate eight-car trains. Additionally, the project will expand the parking at Leeland Station by adding 225 spaces, installing new bicycle racks, and constructing a shared use path and crosswalk to improve bike and pedestrian connectivity.



VRE Fredericksburg Line Capacity Expansion Project

This Smart Scale Round 2 project adds seats on the VRE Fredericksburg line which serves long distance trips and reduces congestion in the I-95 corridor. In the Fredericksburg District, it includes an \$8 million expansion of the Crossroads Yard and Maintenance Facility in Spotsylvania County and \$34.3 million for 11 new railcars as well as other station improvements that will allow the operation of eight-car trains.

Interstate 95 Exit 140 Commuter Parking Lot Expansion

This Smart Scale Round 1 project will add 500 additional commuter parking spaces to the existing commuter lot. It is anticipated that this project will be completed by Summer 2020.

New Route 1 Commuter Parking Lot

This Smart Scale Round 1 project will construct a 715 space commuter parking lot with 685 regular spaces, 30 handicap spaces, and a loading area for three buses at the corner of Commonwealth Drive and Route 1 in Spotsylvania County. Planning has begun for this project with construction anticipated to start in 2020.

King and Queen County Business/Telework Center

This approved Smart Scale Round 1 project will be developed on a 3.5 acre site. The 4000 square foot building will have 25 telecommuting work stations and 13 office spaces along with parking and a bus stop. This development is the only alternative workforce location in the Middle Peninsula for commuters. Construction is planned to start in 2020.

Round 3 Applications

Fredericksburg Regional Transit (FRED) Shelters and Benches

FRED anticipates that it will purchase and install 25 of more benches and shelters for placement around the FRED system. Site decisions will be made based on criteria such as stop usage, location, accessibility, easement, etc. Benches and shelters will enhance customer comfort and convenience and provide safe locations for customers to wait for buses. Estimated total cost of the project is \$250,000. Contribution to regional transportation objectives: Shelters and benches are transit amenities that improve customer comfort, convenience, and safety and therefore should induce ridership, which will help reduce roadway congestion. Advertising on the benches and shelters could generate additional revenues that can be used to support service and/or reduce/maintain fares, thereby inducing increased ridership.

FRED Transit Parking Lot

FRED Transit's main passenger terminal and administrative office currently has very limited on-site parking for customers, visitors and employees. The proposed site is directly adjacent to FRED Central and has no building on it. The first phase of the project would be to plan for an at-grade parking lot, acquire the property, and construct the lot, which would accommodate approximately 20 vehicles. A second phase would consider adding a structure over the parking lot, rent from which would generate revenue for FRED Transit. Estimated cost of Phase 1 is \$400,000. Estimated cost of Phase 2 is \$1,000,000. Contribution to regional transportation objectives: Additional spaces will be available for customers and "drop and rides." Having additional spaces will facilitate business transactions (e.g., making it easier to stop and buy tickets/passes) and to drop off and pick up passengers using FRED and Greyhound. Reducing the "friction" of using FRED should induce ridership, helping reduce congestion and improve mobility. Improving the flow of traffic into and around FRED Central will reduce idling and circling, thereby reducing emissions and congestion and improving safety. Adding the building during the second phase will generate revenue to be used to support FRED operations. Additional local



revenue can be used to expand service and/or reduce/maintain fares, both of which should induce additional ridership thereby reducing congestion and emissions.

FRED Transit Improvements

FRED's passenger terminal and administrative offices currently have very limited on-site parking. The proposed site is a vacant lot adjacent to FRED Central. The first phase would be to plan an at-grade lot for approximately 20 vehicles, acquire the property, and build the lot. A second phase would consider adding an office structure over the parking lot, rent from which would generate revenue for FRED. Estimated cost of Phase 1 is \$400,000; estimated cost of Phase 2 is \$1,000,000. Shelters and benches: To enhance customer comfort and safety, purchase and install 25 or more benches and shelters for placement around the FRED system. Site decisions to be made based on criteria such as stop usage, location, accessibility, easement, etc. Estimated cost for benches and shelters is \$250,000. Solar panels: FRED spends more than \$40,000 per year for electricity at its three facilities. Their physical orientations are conducive to the use of solar panels to generate electricity. Installation of solar panels will reduce FRED's electricity expenses, expand the use of renewable energy sources, and potentially permit sales of electricity to the power grid. Estimated cost of solar panel project is \$500,000. Electronic fareboxes: The project would replace FRED's current system of manual fareboxes with electronic fareboxes capable of handling a variety of fare media, which would make FRED more convenient to use, potentially attracting additional riders. Electronic fareboxes would permit more accurate and secure accounting for fares and allow more detailed analyses of revenue allocations by route and jurisdiction, revenue vs. non-revenue riders, discount fare usage, use of passes, etc. The electronic farebox and related software and hardware project is estimated to cost \$500,000. Estimated cost of all FRED transit improvements including Phase 2 of parking facility: \$2,650,000.

If you have any questions or comments about any of these projects, please contact our office:

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